

IN THE CLAIMS

Please cancel claims 1-15 and add the following new claims.

16. (New) A method for controlling a vehicle, wherein the rotation behavior of the individual wheels is measured and evaluated in order to determine the vehicle reference speed, wheel slip, wheel acceleration and other control values used for proportioning or modulating the brake pressure in the wheel brakes of the wheels being controlled or for an intervention in the engine management, comprising the steps of:
- A) detecting and evaluating the vibration behavior of the individual wheels on the driven axle,
 - B) detecting and evaluating the wheel acceleration on at least two wheels,
 - C) activating a control function when said vibration behavior of step A) and said wheel acceleration of step B) both exceed respectively associated threshold value.
17. (New) Method as claimed in claim 16, wherein a gravel road is considered to have been identified or a corresponding control function of the vehicle control system is only activated when the period of a vibration on at least two driven wheels lies within a specified range (T_1 , T_2) or when the period of a vibration on at least two driven wheels reaches a specified limit value.
18. (New) Method as claimed in claim 16, wherein the associated threshold value in step B) is specified within a range of 1g to 2g.
19. (New) Method as claimed in claim 16, the method further comprising a gravel road is considered to have been identified or a corresponding control function of the vehicle control system is only activated when the period of a vibration on at least two driven wheels lies within a specified range (T_1 , T_2) or when the period of a vibration on at least two driven wheels reaches a specified limit value, wherein a period range (T_1 , T_2)

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of 30 msec. (T_2) to 150 msec. (T_1) or a limit value for the period of about 50 msec. is specified.

20. (New) Method as claimed in claim 16, wherein a gravel road is then considered to have been identified or a corresponding control function of the vehicle control system is only activated when the driven wheels exhibit a specified traction slip.
21. (New) Method as claimed in claim 16, the method further comprising a gravel road is then considered to have been identified or a corresponding control function of the vehicle control system is only activated when the driven wheels exhibit a specified traction slip, wherein a traction slip is specified within a range of 0 km/h (S_2) to 50 km/h (S_1).
22. (New) Method as claimed in claim 16, wherein a gravel road is then considered to have been identified or a corresponding control function of the vehicle control system is only activated when the calculated or estimated vehicle reference speed (V_{ref}) falls below a specified vehicle speed limit value (V_{lim}).
23. (New) Method as claimed in claim 16, the method further comprising a gravel road is then considered to have been identified or a corresponding control function of the vehicle control system is only activated when the calculated or estimated vehicle reference speed (V_{ref}) falls below a specified vehicle speed limit value (V_{lim}), wherein a vehicle speed limit value (V_{lim}) is specified within a range of 60 km/h to 100 km/h.
24. (New) Method as claimed in claim 16, wherein a gravel road is then considered to have been identified or a corresponding control function of the vehicle control system is only activated when the conditions for a gravel road were identified in a vehicle with all-wheel drive on both wheels of one side of the vehicle and/or a vehicle axle.

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25. (New) Method as claimed in claim 16, wherein a gravel road is then considered to have been identified or a corresponding control function of the vehicle control system is only activated when the conditions for a gravel road were identified in a vehicle with one driven axle on both wheels on the driven axle.
26. (New) Method as claimed in claim 16, wherein said control function includes at least one of an anti-lock system (ABS), traction slip control (TCS) or driving-dynamics control system (EDS).
27. (New) Method as claimed in claim 16, wherein an engine control threshold is predefined in a range of 2 km/h to 10 km/h, or a brake control threshold is predefined in a range of 0 km/h to 10 km/h.
28. (New) Method for controlling a vehicle, using an anti-lock system (ABS), traction slip control (TCS) or driving-dynamics control system (EDS), in which the rotation behavior of the individual wheels is measured and evaluated to determine the vehicle reference speed, wheel slip, wheel acceleration and other control values used for evaluating or modulating the brake pressure in the wheel brakes of the wheels being controlled or an intervention in the engine management, the method comprising the steps of:
- increasing an engine control threshold or brake control threshold to a specified value after a gravel road has been identified, and predefining an engine control threshold in a range of 2 km/h to 10 km/h, or a brake control threshold in a range of 0 km/h to 10 km/h, wherein the brake control threshold is increased only when strongly overspeeding wheels are detected.
29. (New) Circuit arrangement for controlling a vehicle, using an anti-lock system (ABS), traction slip control (TCS) or driving-dynamics control system (ESP), comprising:
- an identification circuit to identify a gravel road or a similar road with higher slip requirement,

a detection circuit for detecting the vibration behavior of the individual wheels is associated with the identification circuit, wherein the output of the detection circuit is connected to an input of an evaluation circuit for evaluating the detected vibration behavior, and wherein the identification circuit exhibits an integrator and a signal generator for generating a signal when a certain vibration behavior typical for gravel roads is detected on the wheels over a period of time predefined by the integrator with the help of the evaluation of the evaluation circuit.

30. (New) Circuit arrangement as claimed in claim 29, wherein a calculating circuit is associated with the identification circuit, which calculates the vehicle reference speed on the basis of measured values and whose output is connected to an input of a first comparator which is used for comparing the calculated vehicle reference speed with a specified limit value and is connected via an output to an input of the evaluation circuit which compares the detected vibration behavior of the individual wheels, in particular the period of vibration, with specified limit values; that the identification circuit exhibits a second comparator for comparing the wheel acceleration with a wheel acceleration limit value, a third comparator for comparing the vibration behavior of the individual wheels to one another, and a fourth comparator for comparing the traction slip of the wheels with a specified limit value; and that the signal generator is connected via an output to an input of a device used for intervening in the brake control or engine control when an appropriate signal for an identified driving situation on a gravel road is emitted.

REMARKS

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and new claims are in compliance with 37 CFR 1.52 (a and b) and, while